



WEST SANTA ANA BRANCH

# Technical Advisory Committee Meeting No. 2

## *Project Initiation Results*

July 12, 2010



SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS  
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# Meeting Agenda

## Overview of:

- Project Initiation Efforts
- Purpose and Need Definition
- Screening Process
- Recommended Initial Set of Alternatives
- Next Steps





# Project Initiation Participation

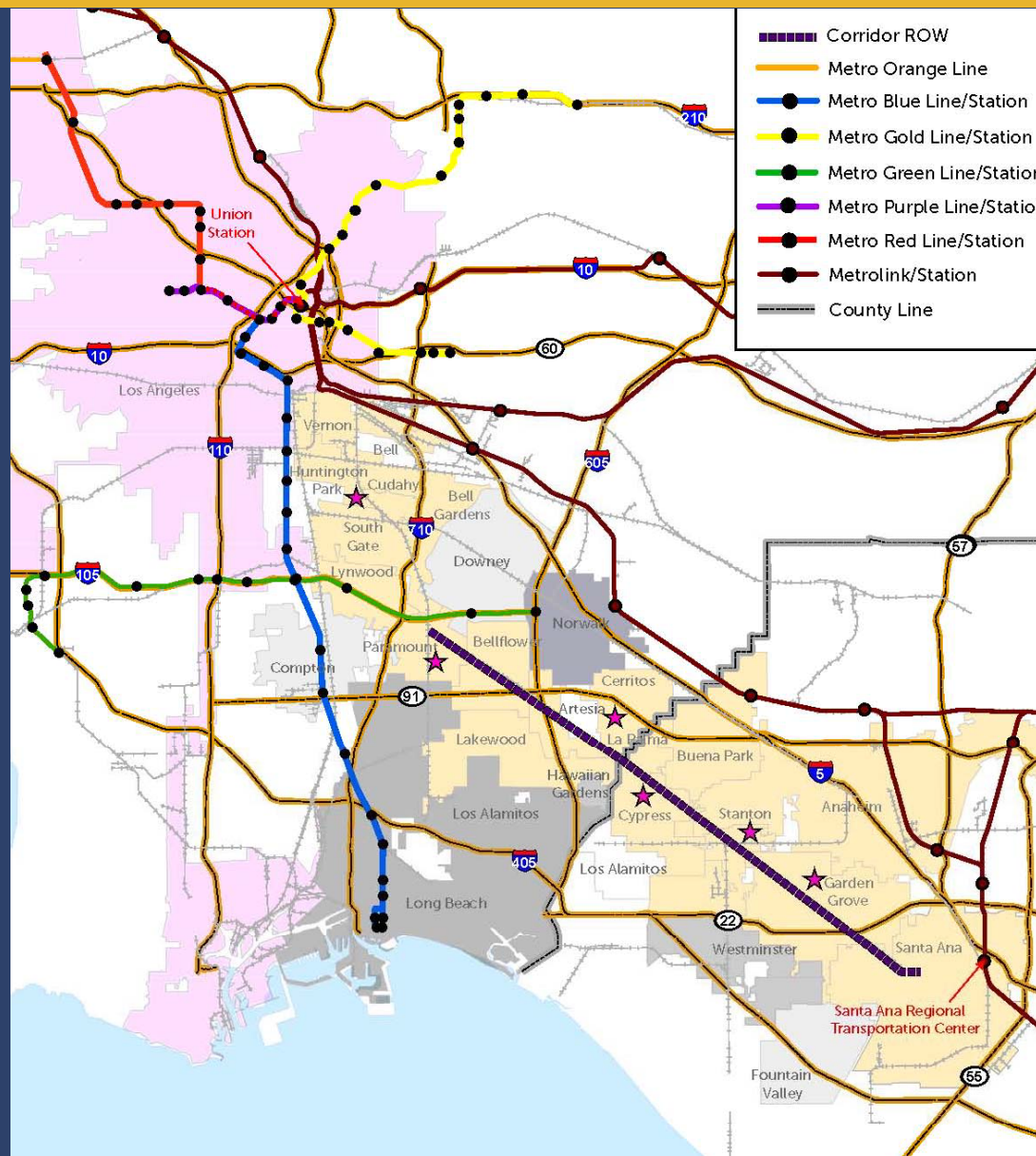
## Participation included:

- Elected Official and Stakeholder Briefings
- Steering Committee Meeting
- Technical Advisory Committee Meeting
- Community Meetings (6)





# City Briefings and Meeting Locations







# Locations of Meetings and Attendees

WEST SANTA ANA BRANCH

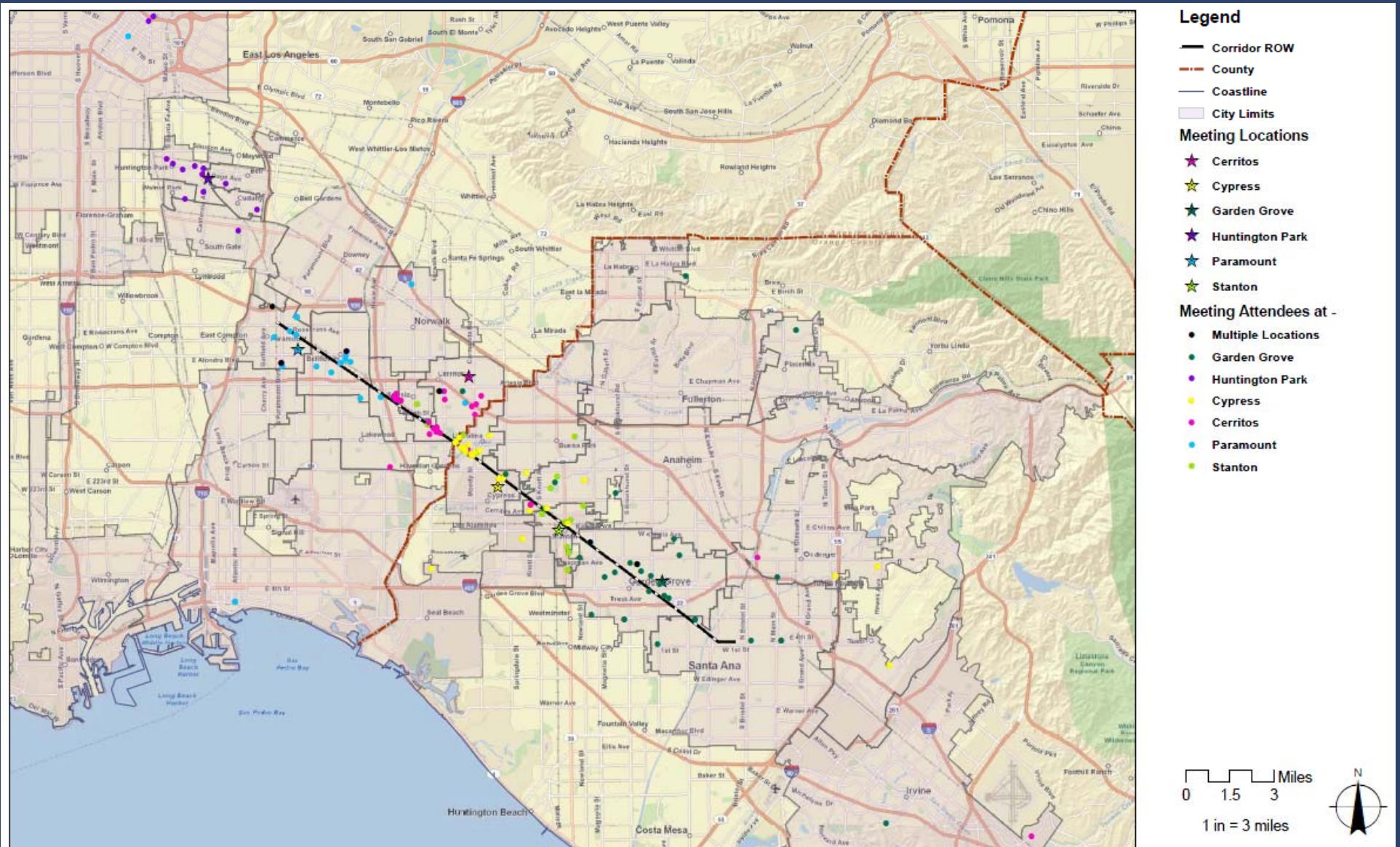


Figure 1: Meeting Locations and Meeting Attendee Addresses



# Project Initiation Information

## Requested input on:

- Transportation Challenges and Issues
- Possible Solutions
- Evaluation Criteria
- Communication Methods





# Project Initiation Results

## Top transportation challenges and issues:

- Existing and future highway and freeway congestion constrain travel
- Lack of alternatives to the automobile
- Lack of connection to the regional transit system
- Transit usage faces challenges
- Improve bicycle and pedestrian access



# Project Initiation Results

## Possible solutions:

- Interest in implementing transit service
- Support for rail alternative
- Lack of support for bus solution
- Support for linear pedestrian/bicycle facility
- Interest in related economic development/revitalization opportunities





# Project Initiation Results

Criteria	Elected Officials/ Stakeholders	Steering Committee	Technical Advisory Committee	Community Meetings
<b>Provides another travel option</b>	✓	✓	✓	✓
<b>Connects to regional transportation system</b>	✓	✓	✓	✓
<b>Increases access to/from destinations/activity centers</b>	✓	✓	✓	✓
<b>Provides faster travel speed</b>	✓	✓	✓	✓
<b>Results in cost-effective solution</b>	✓	✓	✓	✓
<b>Serves community <i>and</i> regional trips</b>	✓	✓	✓	✓
<b>Provides related pedestrian/bicycle facilities</b>	✓	✓	✓	✓
<b>Supports local revitalization goals</b>	✓	✓	✓	✓
<b>Has public/stakeholder support</b>	✓	✓	✓	✓
<i>Results in no or minor impacts:</i>				
<b>Noise and vibration</b>	✓	✓		✓
<b>Visual and privacy</b>	✓	✓	✓	✓
<b>Safety and security</b>	✓	✓	✓	✓
<b>Traffic impacts</b>	✓	✓	✓	✓
<b>Property acquisition</b>		✓		✓
<b>Environmental/Air Quality</b>	✓	✓	✓	✓



# Project Initiation Results

## Preferred communication methods:

- Email updates
- Community workshops
- Website postings
- Other ideas included Facebook, newspaper ads, city newsletters, flyers, and outreach through local organizations





# Purpose and Need Basis

## Corridor Purpose and Need identified based on:

- Stakeholder and public input
- Population and employment – current and future
- Community goals and plans
- Travel markets and patterns
- Existing highway and transit systems/performance
- Future adopted transportation plans



# Purpose and Need Findings

## Key initial findings:

- Large forecast growth in population and jobs
- Significant forecast growth in daily trips
- Growing transit needs – growing low income and aging populations
- Lack of direct connection to the regional transportation system
- High SOV travel due to limited travel options



# Purpose and Need Findings

## More key initial findings:

- Minor transportation investment in Corridor
- Lack of connections to/from Corridor activity centers
- Lack of cross-county line transit planning/service coordination
- Need for more and better connected pedestrian and bicycle facilities
- Need to add travel capacity without negatively impacting the environment





# Alternatives Analysis Screening Process





# Conceptual Alternatives Screening Criteria

## First level of screening based on:

1. Community/stakeholder interest or support
2. Serves both community and regional trip types
3. Provides fast service
4. Station spacing supports local economic revitalization development goals
5. Provides capacity flexibility to serve peak and non-peak trips
6. Compatible with freight rail operations

# Conceptual Alternative Screening

There is not enough information at this level to address:

- Detailed fit with Purpose and Need
- Cost, ridership, or cost-effectiveness
- Specific community/environmental impacts
- Constructability/Corridor fit
- Implementation viability



# Conceptual Alternatives Screening

Screening based on all alternatives having:

- Same endpoints (Union Station to Santa Ana RTC)
- No horizontal, vertical, or station identification
- Same level of feeder service
- Same landscaped, linear pedestrian/bicycle system



# Comparative Analytical Results

## Conceptual Alternative Screening

Criteria	BRT	STCR	LRT	DMU	CR	HSR
Community/stakeholder support and/or interest	•	✓	✓	✓	•	✓
Serves community and regional trips	✓	✓	✓	✓	•	•
Provides fast service	•	□	✓	✓	✓	✓
Station spacing supports local economic development/revitalization goals	✓	✓	✓	✓	□	□
Accommodates peak and non-peak service needs	✓	✓	✓	✓	•	•
Compatible with freight rail operations	•	□	□	□	✓	□

✓ Yes • No □ TBD







# Initial Set of Alternatives

Recommended for further study through Initial Screening:

- Bus Rapid Transit (BRT)
- Streetcar
- Light Rail Transit (LRT)
- Multiple Unit/Sprinter
- High Speed Rail





# Initial Screening Criteria

Initial Set of Alternatives will be evaluated based on:

- Public and Stakeholder support

*Initial Assessment of the following:*

- Fit with Purpose and Need
- Regional System Connectivity
- Connectivity Assessment
- Constructability
- Implementation Viability



# Initial Screening Criteria

*Conceptual Analysis of the following based on Similar Projects:*

- Cost to Build
- Station spacing supports local economic development/revitalization goals/plans
- Ridership
- System Capacity/Operating Concepts
- Operating Speed
- Key Environmental Impacts



# Next Steps

## Schedule through January 2011:

Concur on Initial Set of Alternatives July

Start Initial Screening Efforts Late July

Present and Discuss Initial  
Screening Results/Develop  
Recommendations October -  
December

Concur on Final Set of Alternatives January 2011